TEXT	TYPE	ELEMENT
Built and Natural Environment	Narrative	Land Use
Washington DC's strong sense of place is rooted in its unique urban environment		
comprised of neighborhoods that are as diverse as the housing, infrastructure and		
ecosystems that connect them. The quality and management of this		
interconnected urban system is directly linked to the community's resilience. The		
built environment and natural features can protect against the acute shocks and		
reduce the chronic stresses facing the city; conversely, without proper planning or		
maintenance, they can make the community vulnerable to the risks posed by these		
shocks or stresses.		
addresses the provision, protection, and enhancement of the District's physical	Narrative	Land Use
assets and critical facilities including housing, infrastructure and transportation		
systems, and its natural, historic and cultural resources. The vulnerability of the		
District's buildings, infrastructure, and ecosystems to the adverse effects of		
climate change is expected to increase due to more days with high temperatures,		
more flooding caused by heavy rainfall and rising sea levels, and more economic		
disruption from extreme weather events. A robust, multi-pronged strategy is		
necessary to improve resilience.		
First, the District must consider resilience as it undertakes new development and	Narrative	Land Use
investment, both public and private. Second, existing structures will need to be		
improved or upgraded to become more adaptive and resilient over time. Finally,		
the District must be opportunistic and prepared to incorporate resilience		
standards into the repair, restoration or reconstruction of its urban systems		
following destructive, major disaster events.		
The capacity to successfully incorporate the consideration of resilience standards	Narrative	Land Use
into decisions and policies that govern the physical development, maintenance,		
and enhancement of the District's built and natural environment is fundamental to		
achieving the District's vision for a resilient city.		

R-1.1 Creating Safe and Sustainable Housing for All Residents	Narrative	Housing
The District is committed to providing a housing supply that is safe, decent, and affordable for all current and future residents. Policies to promote resilient housing specifically address housing that can withstand potential physical shocks from major hazards and stresses. An equally important goal of resilient housing policies is the provision of affordable and inclusive housing that will enhance community resilience. Residents that are not overburdened by housing costs have more financial capacity to deal with underlying chronic stresses and absorb and recover from unanticipated shocks.  While the District continues to incorporate the latest best practices into its Construction Codes, there are additional opportunities to promote more resilient housing. The District must continue to consider alternatives that go beyond uniform codes when local conditions or site-specific needs require it, such as adopting land use policies or development regulations that will ensure the construction of new housing will reduce greenhouse gas emissions and account for projected future climate conditions and sea level rise that will occur during the expected useful life of built structures. The District has already taken steps to do this through the adoption of Flood Hazard Rules that include higher regulatory standards than required by the ICC and National Flood Insurance Program (NFIP). Additionally, the District's Zoning Regulations for waterfront zones prohibit residential uses with only one or two dwelling units in the 100-year floodplain.	Narrative	Housing
As important as addressing new housing, the District must also consider ways to strengthen resilience and increase the adaptive capacity of its older residential building stock, including in historic districts, as most housing in the District of Columbia was constructed prior to modern codes and thus remain more vulnerable to shocks and stresses. This includes promoting and capitalizing on various opportunities to upgrade existing buildings, including through ongoing rehabilitation, restoration and weatherization projects as well as the repair or	Narrative	Housing

redevelopment of properties determined to be substantially-damaged following a		
destructive event. Overall, the District should apply a preventative, risk-based		
approach to prioritizing and acting on housing policies and other measures that		
improve the long-term resilience of its most vulnerable structures and		
populations.		
The benefits of creating safer and more sustainable housing for all residents go	Narrative	Housing
beyond reducing the risk to life and property from shocks or stresses. It decreases		
demands on emergency response, such as allowing people to shelter-in-place		
versus evacuating the city or going to public shelters during disaster events. It also		
decreases the potential disruptive impacts on vital services, commerce, and the		
economy by reducing the number of people in the workforce who will end up		
being displaced following such events.		

Policy: Resilient & Climate-Adaptive Housing	Policy	Housing
Incorporate current best practices for resilient, climate-adaptive design in the		
adoption and enforcement of the District's building and housing construction		
codes to reduce the anticipated adverse effects of future natural hazards and		
climate threats through the entire useful life of each structure. These codes should		
be based on projected future climate and/or natural hazard conditions for the		
District based on best available and actionable data.		
Policy R-1.1.2: Protection of Hazard-Vulnerable Housing	Policy	Housing
Increase the structural resilience of existing housing units that are determined to		
be at-risk to natural hazards such as flooding through the promotion of mitigation		
techniques such as building retrofits and upgrades. This should include a range of		
structural improvements, but also small-scale risk reduction measures such as		
elevating electrical or mechanical equipment above design flood elevations.		
Policy R-1.1.3: Temporary Post-Disaster Housing	Policy	Housing
Provide residents displaced by disaster with local access to emergency shelter and		
temporary, interim housing as part of the community disaster recovery process.		
The District will coordinate with federal and regional partners to promptly identify		
and secure safe, temporary housing options for those in need and will seek to		
reduce barriers to the provision of interim housing through existing regulations,		
ordinances, codes, and policies as required.		
Policy R-1.1.3A: Permanent Post-Disaster Housing	Policy	Housing
Support individuals and households affected by large-scale disaster events in		
returning to safe, suitable, and affordable housing promptly through technical		
assistance and clear and comprehensive reconstruction guidelines. This includes		
special emphasis on rebuilding homes in locations and according to standards that		
make them more resilient to future shocks and stresses. Ensure the proportion		
and housing types being reconstructed are consistent with current housing		
objectives or policies and match post-disaster recovery or redevelopment needs.		

	Policy	Housing
Policy R-1.1.4: Improvements for Housing Resilience	,	J
Incorporate measures to improve the structural safety and climate resilience of		
housing into the provision of financial assistance (e.g., grants, rebates, tax credits,		
etc.) for improvement or rehabilitation projects that are directed to homes and		
neighborhoods in identified high-risk areas. This includes flood mitigation retrofits		
such as installing backflow prevention devices or elevating vulnerable electrical or		
mechanical equipment above design flood elevations, and expanding access to		
solar shading, cool roofs, and other home-based cooling measures for low-income,		
elderly, and other populations vulnerable to extreme heat events.		
Policy R-1.1: Rental Property Insurance	Policy	Housing
Develop policies and incentives that will encourage residents in all rental housing		
units to purchase renter's insurance for personal property that is subject to		
potential loss, regardless of the cause. This should include a focus on housing units		
located in known high risk areas, including the promotion of flood insurance		
policies for contents coverage for those living in the city's mapped special flood		
hazard areas.		
Action R-1.1.B1: Comprehensive and Integrated Flood Modeling	Action	Environmental
Develop and regularly update the District's floodplain models and maps to account		Protection
for climate change, projections for increased precipitation and sea level rise, and		
maximum buildout of the watershed. Develop an integrated flood modeling and		
mapping of riverine, coastal and interior flood risk that also account for climate		
change projections. Once complete, use the updated and integrated flood risk		
models to determine potential flood extents and depths for riparian, coastal, and		
interior flood events and to determine design flood elevations for any		
development in flood hazard areas. Consider adopting them as the regulatory		
flood hazard areas for the District's Flood Hazard Rules.		

Action R-1.1.B2: Flood Resilience Standards	Action	Land Use Element
Explore the development of new regulations in the District's Flood Hazard Rules		
using innovative standards, informed by best practices and updated modeling		
data, to better protect new or substantially-improved structures located in flood		
hazard areas.		
Action R-1.1.C: Extreme Heat Protection for Housing	Action	Housing
Improve thermal safety requirements in residential building codes through		
maximum allowable temperatures and mandatory passive cooling strategies to		
increase resilience to extreme heat, especially in the event of a power outage.		
Policy R-1.1.E: Post-Disaster Housing Recovery and Redevelopment	Policy	Housing
Prepare and implement a citywide, post-disaster housing recovery planning		
strategy with specific policies to address projected conditions and foreseeable		
issues with renovating or replacing damaged housing. The strategy should identify		
how the District will operationally manage the range of housing-related needs		
following a large, destructive hazard event. This includes short-term recovery		
measures such as the provision of safe, temporary housing for displaced		
populations, to more intermediate and long-term recovery activities such as		
expedited permitting procedures and the replacement of permanent, affordable		
housing that is more resilient and adaptive to future conditions.		
Policy R-1.1.F1: Post-Disaster Housing Repair and Reconstruction	Policy	Housing
Develop and deploy local guidance to assist homeowners in navigating the		
interrelated aspects of federal disaster assistance, insurance claims, substantial		
damage determinations, and the local permitting procedures required to repair or		
rebuild their homes in compliance with existing codes and regulations. Guidance		
should emphasize opportunities to improve pre-existing substandard housing		
conditions during the repair or rebuilding process, and specific attention should be		
placed on understanding and meeting the anticipated, unique needs of vulnerable		
populations, such as seniors, low-income households and non-English speakers.		
Approved guidance shall remain available to be quickly and easily be published and		
distributed following major events with disaster-specific information as needed.		

Policy R-1.1.F2: Post Disaster Housing Recovery Program	Policy	Housing
Develop and implement a post-disaster housing recovery program to facilitate		
basic and temporary repairs that allow residents to quickly re-inhabit their homes.		
The program should comply with current codes and standards and maximize		
opportunities to incorporate resilience into the permanent repair and		
reconstruction process without jeopardizing their eligibility for financial assistance.		
Action R-1.1.G: Climate Adaptation Financial Assistance Programs for Existing	Action	Housing
Vulnerable Housing		
Identify opportunities to expand property owner and tenant access to grants or		
other financial assistance programs such as energy efficiency, renewable energy,		
stormwater management, and roof replacement programs that provide		
homeowners with the ability to make structural upgrades to include hazard and		
climate resilience improvements based on resilient design guidelines. Eligibility		
and prioritization criteria should be developed to direct such programs to		
residential buildings in high risk areas that are not built to current codes and		
standards and to assist vulnerable populations such as low-income renters, older		
adults, and those with access and functional needs.		
R-1.2 Providing Hazard-Resilient and Climate-Adaptive Infrastructure	Narrative	Infrastructure
Investments in water, sewer, stormwater, energy, and telecommunication systems		
are essential to the District's future, both to meet demands of existing users and to		
accommodate future changes and development. The District faces some major		
infrastructure challenges including an aging and in some cases deteriorating		
infrastructure system, combined with a steadily growing population and increasing		
risks posed by natural hazards and climate change.		
In recent years, the District has seen how hazard events and climate change can	Narrative	Infrastructure
impact the city's infrastructure. For example, the destructive derecho storm in		
2012 caused extensive damage to the electric grid and a prolonged power outage		
which interrupted service to more than 75,000 District customers, including public		
health care facilities with long-term dependents, in many parts of DC for several		

days during a record-breaking, 11-day heat wave. These combined shocks highlighted the severity and interrelated consequences of infrastructure failure, negatively affecting residents with medical needs and disproportionately impacting the lowest-income areas of the city, where 43 percent of the damage occurred. The storm resulted in 22 fatalities across the region and revealed the potential for cascading infrastructure impacts as critical systems such as water/sewer, telecommunications, and transit rely on electricity to operate.		
The District has already begun investing in more resilient and adaptive infrastructure. Several examples include the following:	Narrative	Infrastructure
After the derecho event, the District established DC Powerline     Underground (DC PLUG), a \$1 billion public-private partnership with Pepco for the strategic undergrounding of overhead power lines to improve electric system reliability.		
<ul> <li>Following the 2006 flooding of the Federal Triangle area, District and Federal agencies created the highly successful DC Silver Jackets interagency partnership to improve collaboration on flood risk management which continues today. The team, which now includes more than 20 local, regional, and federal agencies, implemented a critical upgrade to DC's levee system that will protect the Federal Triangle from riverine flooding in the future.</li> </ul>		
<ul> <li>DC Water implemented a major effort to extend a more than \$1 billion stormwater tunnel to the Bloomingdale neighborhood, an area prone to historic flooding, as well as the installation of green infrastructure investments totaling more than \$100 million throughout the city.</li> </ul>		
Infrastructure providers serving the District of Columbia should continue to build upon and expand on these resilience investments in their capital project planning efforts as well as through close coordination with other infrastructure partners.	Narrative	Infrastructure

In addition to infrastructure hardening and other protective functions,	Narrative	Infrastructure
infrastructure providers in the District should continue to focus their efforts on		
improving the future continuity of critical systems that enable the flow of goods,		
services, and information – particularly during times of crisis. This means		
developing adaptation plans that may include potential relocation or retirement		
strategies to be implemented over time, as well as moving to more decentralized		
utility systems that make them more redundant and reliable, and thereby less		
susceptible to large-scale and widespread service disruption. It also includes the		
consideration of projected future climate conditions during the design phase of		
infrastructure projects, extending through the asset's useful life, and more		
deliberate scrutiny of proposed infrastructure investments in potentially		
hazardous locations.		

Policy R-1.2.8: Climate Vulnerability Assessments of Infrastructure and	Policy	Infrastructure
Telecommunication Facilities		
Support efforts by utility and telecommunications providers that serve the District		
of Columbia to conduct in-depth climate vulnerability assessments and adaptation		
plans for their own assets and systems, including flooding and extreme heat. This		
includes site-level evaluations of the vulnerability of each at-risk facility to near-		
term and long-term climate threats or conditions that may impact their ability to		
operate and provide reliable continuity of service, particularly during episodic		
shocks related to extreme weather.		
Policy R-1.2: Flood Hazard Protection for Critical Infrastructure Facilities	Policy	Infrastructure
Implement retrofits using flood resistant design standards when making		
improvements to existing infrastructure facilities located in in high-risk flood areas.		
Consider best practices in selecting intervention to better protect these facilities		
from current and future flood risks.		
Policy R-1.2.G: "Microgrid-Ready" Construction	Policy	Infrastructure
Develop regulatory standards and market-based incentives to ensure new		
development projects of designated sizes or types, or within certain zones, are		
built to accommodate microgrid connectivity. Such incentives or policies should be		
designed to expand decentralized power generation in the District, increasing the		
resilience of not only the energy distribution system but also those buildings or		
facilities that are dependent upon it.		
Policy R-1.2.H: Neighborhood-Scale Energy Systems	Policy	Infrastructure
For projects over 500,000 gross square feet and in Small Area Plans, where		
appropriate, encourage identifying opportunities for neighborhood-scale energy		
systems, including microgrids, for on-site renewable power generation.		

Action R-1.2.I: Hazard Mitigation Procedures for Post-Disaster Public Assistance	Action	Community Services
Projects  For events that qualified for federal disaster declaration, develop policies and procedures to incorporate hazard mitigation into the repair, relocation, or replacement of damaged public facilities and infrastructure. To maximize federal grant funds available, establish a process for identifying and prioritizing eligible project activities that can leverage additional hazard mitigation funds.  Policy R-1.2.J: Vulnerability Assessments of District-Owned Facilities  Develop vulnerability assessments and physical adaptation plans for District-owned facilities located in high risk flood areas, considering a system-wide and	Action	Community Services and Facilities
site-specific approaches. Utilize updated climate modeling data as part of the assessment to ensure adaptation plans are responsive to both current and future climate conditions.		
Policy R-3.3.F: District Schools  As part of the repair and modernization of District schools, implement improvements to facilitate schools potentially serving as critical facilities for sheltering and community gathering during disasters and emergencies.	Action	Educational Facilities
R-1.3 A Resilient Transportation System	Narrative	Transportation
Despite the focus on multimodal transportation, the transportation system suffers from many issues including deteriorating roadways and bridges, an aging Metro system, traffic congestion and competition for the use of right-of-way space between vehicles, transit, bikes and pedestrians. The challenges with the transportation system have implications for resilience. For example, a more effective transportation system enables residents and workers to evacuate the District in an emergency and allows first responders to reach people during a natural or man-made disaster. It is also critical to creating a safe and efficient system for residents, workers and visitors to go about their daily activities, relieving the chronic stresses of traffic congestions and travel affordability.	Narrative	Transportation

Policy R-1.3.1: Climate-Adaptive and Resilient Transit Improvements Promote the integration of climate-adaptive and resilient design and operational and maintenance protocols for transit systems serving the District of Columbia. This includes the incorporation of resilience standards and best practices into capital project and improvement plans for upgrading or building new facilities, equipment and systems, and into routine maintenance and operations as opportunities arise.  **Policy R-1.3.5: DDOT Climate Change Adaptation Plan** Continue to implement and routinely monitor and update the DDOT Climate Adaptation Plan to ensure today's transportation network is improved and maintained to withstand future climate conditions. DDOT's Climate Adaptation Plan provides the foundation on which to better understand, anticipate, and prepare transportation assets for changing future conditions.  **Policy R-1.3.B: Mitigation Measures for Flood Prone Transportation Facilities** Develop, prioritize and implement flood mitigation measures for existing flood-prone transportation facilities, based on vulnerability assessments and in consideration of extreme precipitation events and sea level rise, for waterfront adjacent facilities, projected to occur.  **Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT** Transportation Facilities** Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation pesign Best Practices  **Research Resilient Transportation Design Best Practices** Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme temperatures and precipitation.			
and maintenance protocols for transit systems serving the District of Columbia.  This includes the incorporation of resilience standards and best practices into capital project and improvement plans for upgrading or building new facilities, equipment and systems, and into routine maintenance and operations as opportunities arise.  **Policy R-1.3.5: DDOT Climate Change Adaptation Plan** Continue to implement and routinely monitor and update the DDOT Climate Adaptation Plan to ensure today's transportation network is improved and maintained to withstand future climate conditions. DDOT's Climate Adaptation Plan provides the foundation on which to better understand, anticipate, and prepare transportation assets for changing future conditions.  **Policy R-1.3.8: Mitigation Measures for Flood Prone Transportation Facilities** Develop, prioritize and implement flood mitigation measures for existing flood-prone transportation facilities, based on vulnerability assessments and in consideration of extreme precipitation events and sea level rise, for waterfront adjacent facilities, projected to occur.  **Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT** Transportation Facilities** Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  **Action R-1.3.E: Research Resilient Transportation Design Best Practices** Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	Policy R-1.3.1: Climate-Adaptive and Resilient Transit Improvements	Policy	Transportation
This includes the incorporation of resilience standards and best practices into capital project and improvement plans for upgrading or building new facilities, equipment and systems, and into routine maintenance and operations as opportunities arise.  **Policy R-1.3.5: DDOT Climate Change Adaptation Plan** Continue to implement and routinely monitor and update the DDOT Climate Adaptation Plan to ensure today's transportation network is improved and maintained to withstand future climate conditions. DDOT's Climate Adaptation Plan provides the foundation on which to better understand, anticipate, and prepare transportation assets for changing future conditions.  **Policy R-1.3.8: Mitigation Measures for Flood Prone Transportation Facilities** Develop, prioritize and implement flood mitigation measures for existing flood-prone transportation facilities, based on vulnerability assessments and in consideration of extreme precipitation events and sea level rise, for waterfront adjacent facilities, projected to occur.  **Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT** Transportation Facilities** Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  **Action R-1.3.E: Research Resilient Transportation Design Best Practices** Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	Promote the integration of climate-adaptive and resilient design and operational		
capital project and improvement plans for upgrading or building new facilities, equipment and systems, and into routine maintenance and operations as opportunities arise.  **Policy R-1.3.5: DDOT Climate Change Adaptation Plan** Continue to implement and routinely monitor and update the DDOT Climate Adaptation Plan to ensure today's transportation network is improved and maintained to withstand future climate conditions. DDOT's Climate Adaptation Plan provides the foundation on which to better understand, anticipate, and prepare transportation assets for changing future conditions.  **Policy R-1.3.8: Mitigation Measures for Fload Prone Transportation Facilities** Develop, prioritize and implement flood mitigation measures for existing flood-prone transportation facilities, based on vulnerability assessments and in consideration of extreme precipitation events and sea level rise, for waterfront adjacent facilities, projected to occur.  **Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT** Transportation Facilities** Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  **Action R-1.3.E: Research Resilient Transportation Design Best Practices** Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	and maintenance protocols for transit systems serving the District of Columbia.		
equipment and systems, and into routine maintenance and operations as opportunities arise.  **Policy R-1.3.5: DDOT Climate Change Adaptation Plan** Continue to implement and routinely monitor and update the DDOT Climate Adaptation Plan to ensure today's transportation network is improved and maintained to withstand future climate conditions. DDOT's Climate Adaptation Plan provides the foundation on which to better understand, anticipate, and prepare transportation assets for changing future conditions.  **Policy R-1.3.8: Mitigation Measures for Flood Prone Transportation Facilities** Develop, prioritize and implement flood mitigation measures for existing flood-prone transportation facilities, based on vulnerability assessments and in consideration of extreme precipitation events and sea level rise, for waterfront adjacent facilities, projected to occur.  **Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT** Transportation Facilities** Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  **Action R-1.3.E: Research Resilient Transportation Design Best Practices** Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	This includes the incorporation of resilience standards and best practices into		
Policy R-1.3.5: DDOT Climate Change Adaptation Plan Continue to implement and routinely monitor and update the DDOT Climate Adaptation Plan to ensure today's transportation network is improved and maintained to withstand future climate conditions. DDOT's Climate Adaptation Plan provides the foundation on which to better understand, anticipate, and prepare transportation assets for changing future conditions.  Policy R-1.3.8: Mitigation Measures for Flood Prone Transportation Facilities Develop, prioritize and implement flood mitigation measures for existing flood- prone transportation facilities, based on vulnerability assessments and in consideration of extreme precipitation events and sea level rise, for waterfront adjacent facilities, projected to occur.  Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT Transportation Facilities Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  Action R-1.3.E: Research Resilient Transportation Design Best Practices Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	capital project and improvement plans for upgrading or building new facilities,		
Policy R-1.3.5: DDOT Climate Change Adaptation Plan Continue to implement and routinely monitor and update the DDOT Climate Adaptation Plan to ensure today's transportation network is improved and maintained to withstand future climate conditions. DDOT's Climate Adaptation Plan provides the foundation on which to better understand, anticipate, and prepare transportation assets for changing future conditions.  Policy R-1.3.B: Mitigation Measures for Flood Prone Transportation Facilities Develop, prioritize and implement flood mitigation measures for existing flood- prone transportation facilities, based on vulnerability assessments and in consideration of extreme precipitation events and sea level rise, for waterfront adjacent facilities, projected to occur.  Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT Transportation Facilities Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  Action R-1.3.E: Research Resilient Transportation Design Best Practices Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	equipment and systems, and into routine maintenance and operations as		
Continue to implement and routinely monitor and update the DDOT Climate Adaptation Plan to ensure today's transportation network is improved and maintained to withstand future climate conditions. DDOT's Climate Adaptation Plan provides the foundation on which to better understand, anticipate, and prepare transportation assets for changing future conditions.  Policy R-1.3.B: Mitigation Measures for Flood Prone Transportation Facilities Develop, prioritize and implement flood mitigation measures for existing flood- prone transportation facilities, based on vulnerability assessments and in consideration of extreme precipitation events and sea level rise, for waterfront adjacent facilities, projected to occur.  Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT Transportation Facilities Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  Action R-1.3.E: Research Resilient Transportation Design Best Practices Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	opportunities arise.		
Adaptation Plan to ensure today's transportation network is improved and maintained to withstand future climate conditions. DDOT's Climate Adaptation Plan provides the foundation on which to better understand, anticipate, and prepare transportation assets for changing future conditions.  **Policy R-1.3.B: Mitigation Measures for Flood Prone Transportation Facilities**  **Policy R-1.3.B: Mitigation Measures for Flood Prone Transportation Facilities**  **Policy R-1.3.B: Mitigation Measures for Flood Prone Transportation Facilities**  **Policy Transportation Facilities**  **Policy Transportation facilities, based on vulnerability assessments and in consideration of extreme precipitation events and sea level rise, for waterfront adjacent facilities, projected to occur.  **Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT Transportation Facilities**  **Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  **Action R-1.3.E: Research Resilient Transportation Design Best Practices**  **Action R-1.3.E: Research Resilient Transportation Design Best Practices**  **Action Transportation**  **Transportation**  **Transportat	Policy R-1.3.5: DDOT Climate Change Adaptation Plan	Policy	Transportation
maintained to withstand future climate conditions. DDOT's Climate Adaptation Plan provides the foundation on which to better understand, anticipate, and prepare transportation assets for changing future conditions.  Policy R-1.3.B: Mitigation Measures for Flood Prone Transportation Facilities Develop, prioritize and implement flood mitigation measures for existing flood- prone transportation facilities, based on vulnerability assessments and in consideration of extreme precipitation events and sea level rise, for waterfront adjacent facilities, projected to occur.  Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT Transportation Facilities Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  Action R-1.3.E: Research Resilient Transportation Design Best Practices Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	Continue to implement and routinely monitor and update the DDOT Climate		
Plan provides the foundation on which to better understand, anticipate, and prepare transportation assets for changing future conditions.  Policy R-1.3.B: Mitigation Measures for Flood Prone Transportation Facilities  Develop, prioritize and implement flood mitigation measures for existing flood-prone transportation facilities, based on vulnerability assessments and in consideration of extreme precipitation events and sea level rise, for waterfront adjacent facilities, projected to occur.  Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT  Transportation Facilities  Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  Action R-1.3.E: Research Resilient Transportation Design Best Practices  Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	Adaptation Plan to ensure today's transportation network is improved and		
Policy R-1.3.B: Mitigation Measures for Flood Prone Transportation Facilities  Develop, prioritize and implement flood mitigation measures for existing flood- prone transportation facilities, based on vulnerability assessments and in consideration of extreme precipitation events and sea level rise, for waterfront adjacent facilities, projected to occur.  Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT Transportation Facilities  Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  Action R-1.3.E: Research Resilient Transportation Design Best Practices Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	maintained to withstand future climate conditions. DDOT's Climate Adaptation		
Policy R-1.3.B: Mitigation Measures for Flood Prone Transportation Facilities  Develop, prioritize and implement flood mitigation measures for existing flood- prone transportation facilities, based on vulnerability assessments and in consideration of extreme precipitation events and sea level rise, for waterfront adjacent facilities, projected to occur.  Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT Transportation Facilities  Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  Action R-1.3.E: Research Resilient Transportation Design Best Practices Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	Plan provides the foundation on which to better understand, anticipate, and		
Develop, prioritize and implement flood mitigation measures for existing flood- prone transportation facilities, based on vulnerability assessments and in consideration of extreme precipitation events and sea level rise, for waterfront adjacent facilities, projected to occur.  Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT Transportation Facilities  Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  Action R-1.3.E: Research Resilient Transportation Design Best Practices Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	prepare transportation assets for changing future conditions.		
prone transportation facilities, based on vulnerability assessments and in consideration of extreme precipitation events and sea level rise, for waterfront adjacent facilities, projected to occur.  **Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT**  **Transportation Facilities**  Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  **Action R-1.3.E: Research Resilient Transportation Design Best Practices**  Action Transportation Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	Policy R-1.3.B: Mitigation Measures for Flood Prone Transportation Facilities	Policy	Transportation
consideration of extreme precipitation events and sea level rise, for waterfront adjacent facilities, projected to occur.  Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT Transportation Facilities  Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  Action R-1.3.E: Research Resilient Transportation Design Best Practices Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	Develop, prioritize and implement flood mitigation measures for existing flood-		
Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT Transportation Facilities Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  Action R-1.3.E: Research Resilient Transportation Design Best Practices Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	prone transportation facilities, based on vulnerability assessments and in		
Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT Transportation Facilities  Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  Action R-1.3.E: Research Resilient Transportation Design Best Practices Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	consideration of extreme precipitation events and sea level rise, for waterfront		
Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  Action R-1.3.E: Research Resilient Transportation Design Best Practices Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	adjacent facilities, projected to occur.		
Conduct a vulnerability assessment of DDOT transportation infrastructure that identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  Action R-1.3.E: Research Resilient Transportation Design Best Practices Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	Action R-1.3.D: Conduct Climate Vulnerability Assessment for DDOT	Action	Transportation
identifies the elements and areas of the transportation system that are most sensitive to projected climate changes.  **Action R-1.3.E: Research Resilient Transportation Design Best Practices**  Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	Transportation Facilities		
sensitive to projected climate changes.  Action R-1.3.E: Research Resilient Transportation Design Best Practices Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	Conduct a vulnerability assessment of DDOT transportation infrastructure that		
Action R-1.3.E: Research Resilient Transportation Design Best Practices  Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	identifies the elements and areas of the transportation system that are most		
Research and leverage existing best practices from other metropolitan transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	sensitive to projected climate changes.		
transportation departments, as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	Action R-1.3.E: Research Resilient Transportation Design Best Practices	Action	Transportation
design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	Research and leverage existing best practices from other metropolitan		
adaptation. Consider updating design standards to account for projected extreme	transportation departments, as DDOT continues to make future adjustments to its		
	design parameters that incorporate hazard mitigation and climate change		
temperatures and precipitation.	adaptation. Consider updating design standards to account for projected extreme		
	temperatures and precipitation.		

Policy R-1.3.F: Climate Adaptation Guidelines for Transportation Projects  Develop and implement climate adaptation guidelines for use while designing transportation projects. The guidelines may include evaluating the effectiveness of storm water management, urban heat island mitigation and other technical components to better protect transportation infrastructure from the impacts of climate change.	Policy	Transportation
Policy R-1.3.H: Mobility and Connectivity Access in Vulnerable Neighborhoods Encourage Transportation Planning Board to support initiatives to increase community resilience through increased mobility and connectivity by continuing to reduce barriers to transit access in low-income neighborhoods.	Policy	Transportation
R-1.4 Preserving and Enhancing Natural Resources to Bolster Resilience  Washington, DC has a long history of planning and managing the protection of its natural resources. This legacy continues today with many evolving policies, programs, and activities related to the preservation or restoration of the District's land, air, water, and biologic resources. The District has actively prioritized connections between environmental stewardship and innovative solutions to some of its most pressing urban challenges, including sustainable growth and long-term community resilience in the face of a changing climate.	Narrative	Environmental Protection
Following the establishment of the Department of the Environment in 2005, now called the Department of Energy and the Environment, the District has been aggressively pursuing excellence in environmentally responsible and sustainable practices. This includes passing a Green Building Act in 2006, joining global initiatives to address climate change through local reductions in greenhouse gas emissions, and subsequently the launching of some of the District's most ambitious tree planting, water quality improvement, and habitat restoration projects to be undertaken in decades.	Narrative	Environmental Protection
In 2012, the District launched <i>Sustainable DC</i> with the goal of making DC the healthiest, greenest, and most livable city in the nation, and it continues to make significant progress on the implementation of 143 actions designed to help reach	Narrative	Environmental Protection

that goal – including steps to not only protect natural resources, but also to begin		
preparing for and adapting to climate change. In 2016, the District released		
Climate Ready DC, a specific strategy to make the city more resilient to future		
climate conditions including rising temperatures and more heatwaves, increased		
heavy rainfall and flooding, sea level rise, and severe storm events. These plans		
and initiatives, among others, emphasize the importance and value of preserving		
and enhancing natural resources to bolster resilience for the District.		
The District must continue building its adaptive capacity and resilience to potential	Narrative	Environmental
shocks and stresses through nature-based solutions, which can provide multiple		Protection
community benefits beyond just environmental protection. These solutions		
include the conservation of the naturally protective features of environmental		
assets or ecosystem services, the expansion of green infrastructure, and the		
inclusion of non-structural land uses in hazardous, environmentally sensitive		
locations. These solutions should continue to be integrated with other community		
goals to improve the quality of life in the District through the promotion of		
environmental justice and sustainability, the preservation or restoration of natural		
resources, and the provision of additional inter-connected public parks, recreation,		
and open space.		

Policy R-1.4.1: Natural Assets and Ecosystems for Hazard Mitigation	Policy	Environmental
Expand and leverage the ability of natural landscape features and the beneficial	' '	Protection
ecosystem services they provide to mitigate natural hazards. This includes		
supporting and encouraging design and construction that protect, restore and		
enhance the protective functionality of natural assets to absorb, reduce, or resist		
the potentially damaging effects of wind, water and other hazard forces. Such		
approaches should be incorporated into all waterfront development projects.		
Policy R-1.4.2: Ecosystem Services and Nature-Based Design	Policy	Land Use
Support and encourage development projects, including new construction and	,	
substantial improvements or retrofits, that take advantage of ecosystem services		
and nature-based design to mitigate hazards as well as protect the environment,		
conserve energy and offer other community benefits. Projects may be structure-		
specific or applied across defined geographic areas.		
Action R-1.4.5: Monitoring Nature-Based Design Projects	Action	Land Use
Monitor nature-based design projects to track progress and implement or revise		
policies and design guidelines as necessary to enhance hazard mitigation, climate		
adaptation, and resilience.		
Policy R-1.5.: Non-Structural Land Uses	Policy	Environmental
Incorporate non-structural uses within designated special flood hazard areas to		Protection
help protect and enhance the natural and beneficial functions of floodplains,		
wetlands, and other undeveloped landscape features. These uses include but are		
not limited to parks, recreation, and permanently protected open space.		
Action R-1.6.: Incentives for Nature-Based Design	Action	Land Use
Explore expanding financial or tax-based incentives and creative financing for		
promoting development and other projects which incorporate nature-based		
design or enhance ecosystems services to support hazard mitigation and climate		
adaptation while conserving floodplains and natural barriers in vulnerable areas.		

Policy R-1.4.B: Natural Shorelines	Policy	Land Use
Encourage as part of waterfront development, the use of natural shorelines that		
use plants, sand, and limited use of rock to provide shoreline protection from		
erosion and maintain valuable habitat. Engage and coordinate with District and		
federal non-profit, and private sector stakeholders to promote the development		
of natural shorelines or similar eco-engineered structures to limit damage from		
rising sea levels, coastal storms, flooding, and erosion while preserving and		
enhancing habitats. As needed, review or amend regulations and development		
incentives to encourage natural shorelines or similar projects, particularly for		
waterfront development.		
R-1.5 Protecting Historic and Cultural Resources from Shocks and Stresses	Narrative	Historic
		Preservation
In Washington, DC, the protection of historic and cultural resources is widely		
recognized as a critical objective in all aspects of community planning and		
development. Historic landmarks and cultural sites include the iconic monuments,		
symbolic places, neighborhoods and important District structures that continue to		
define the city's unique heritage as our Nation's Capital, but also as a place that		
hundreds of thousands of people have called home for more than a century. It is a		
heritage that is rich and varied, vital and valued, and it extends beyond the built		
environment to the stories of people, communities, and institutions that have		
contributed to the making of our city.		
During the past 50 years, the preservation of this heritage has become an	Narrative	Historic
inseparable part of the District's growth and revitalization. Tens of thousands of		Preservation
historic buildings have been protected and adapted to meet modern needs. Today		
there are more than 650 historic landmarks and more than 50 historic districts,		
half of which are local neighborhoods. In all, nearly 27,000 properties are		
protected by historic designation, but they also include retail and commercial		
centers, residences, and places of worship and leisure. These outcomes are the		
result of concerted efforts by citizens, organizations, business leaders, and		
		-

government officials advocating for the value of the city's historic and cultural		
resources.		
The District continues this legacy of preservation and restoration through its	Narrative	Historic
Historic Preservation Plan, which sets forth the current vision and guide for District		Preservation
programs and community preservation activities. While the 2016 Historic		
Preservation Plan describes a broad range of goals and actions the District and its		
many partners can take, the District must do more to effectively integrate		
resilience planning concepts into the process. This includes greater consideration		
of how natural hazards and the effects of climate change threaten the District's		
ability to protect and preserve its historic and cultural assets using traditional		
means. It also includes more specifically identifying opportunities to incorporate		
preventative and protective policies, tools, and other measures into ongoing		
preservation efforts as well as post-disaster repair and restoration efforts.		
The following policies and actions help the District go beyond preparedness plans	Narrative	Historic
and procedures for possible disaster or emergencies affecting historic and cultural		Preservation
resources. They are also intended to build increased resilience and adaptive		
capacity to such events in ways that ensure the continued preservation of		
important historic buildings and sites, despite challenging future conditions that		
threaten their very existence. They are also meant to facilitate enhanced		
coordination between the District's Historic Preservation Office and State Hazard		
Mitigation Officer on the development and administration of flexible, integrated		
policies that work together before and after disaster strikes.		

Policy R-1.5.1: Resilient Design Principles for Preservation Planning	Dalla.	
Foncy N-1.3.1. Resilient Design Finiciples for Freservation Flamming	Policy	Historic
Develop resilient design best practices for historic and cultural resources to guide		Preservation
preservation planning and project implementation. Included in these efforts		
should be guidance for identifying those potential projects where the no-action		
alternative is the best course of action for the District to take due to potential		
negative factors such as poor cost-effectiveness, lack of technical feasibility, and		
potential increases in hazard vulnerability or life/safety threats.		
Policy R-1.5.3: Post-Disaster Recovery and Redevelopment for Historic Properties	Policy	Historic
and Districts		Preservation
Promote the integration of hazard mitigation and climate adaptation strategies		
into existing historic preservations plans and policies, particularly as it relates to		
post-disaster recovery and redevelopment. Similarly, partner with the DC		
Homeland Security and Emergency Management Agency to incorporate historic		
preservation policies and regulations into the District's post-disaster recovery or		
redevelopment policies, procedures, and plans in a way that more specifically		
addresses future climate conditions, including increased hazard events.		
Integration, promotion and enforcement of these policies and regulations will help		
to ensure swift repair and restoration of historical and cultural resources in a post-		
disaster environment.		
Policy R-1.5.: Coordination with Historic Preservation Agencies	Policy	Historic
When developing programs, initiatives and other activities related to resilience		Preservation
and historic preservation, require coordination with the District Historic		
Preservation Office to ensure adherence to National Park Service's Secretary of the		
Interior's Standards. In addition, District Homeland Security and Emergency		
Management Agency and the District Hazard Mitigation Officer should advise on		
project eligibility and maximization of FEMA grants and funding for pre- and post-		
disaster historic and cultural preservation activities.		

Action R-1.5.A: Resilient Design and Permitting Guidelines for the Rehabilitation	Action	Historic
of Historic Buildings, Landmarks, and Cultural Assets		Preservation
Develop guidelines to enable expeditious stabilization, repair and rehabilitation of		
historic and cultural resources to mitigate against known natural hazards and to		
recover following disaster events with consideration of best practices and existing		
guidelines and policies.		
Action R-1.5.D: Integration of Historic and Cultural Resources Strategy in District	Action	Historic
Hazard Mitigation Plan		Preservation
Partner with the DC Homeland Security and Emergency Management Agency to		
develop a new section for the District's Mitigation Plan that considers current and		
projected risk and vulnerability of historic and cultural resources to natural and		
human-made hazards, proposes mitigation actions that are applicable to the		
unique nature of at-risk historic and cultural resources, and remedies capability		
limitations to repair, rehabilitate, and mitigate these assets in pre- and post-		
disaster settings. The addition should include guidance for how to address the		
relocation of historic National Flood Insurance Program Repetitive and Severe		
Repetitive Loss structures, if deemed necessary.		
Action R-1.5.E: Hazard Mitigation and Recovery Guidance for Historic and	Action	Historic
Cultural Resources		Preservation
Conduct a structure-based assessment of the risk and vulnerability of historic and		
cultural resources to current and projected future hazards. Evaluate mitigation		
techniques that are appropriate for historic and cultural resources, such as		
relocation and onsite hardening of the structure and site. Identify potential		
funding opportunities for mitigation and recovery of historic and cultural		
resources, as well as the repair and rehabilitation prior to and following hazard		
events.		

Action R-1.5.F: Streamlining of Post-Disaster Permit Procedures for Historic	Action	Historic
Structures & Districts		Preservation
Develop procedures that streamline the design and permitting of building activities		
for historic structures and districts following disaster events, exploring options		
such as reduced permitting fees and expedited application review, while adhering		
to the applicable requirements under the District's historic preservation law. These		
procedures should be coordinated with the District Historic Preservation Office.		
R-2 Community Resilience	Narrative	Community Services & Facilities
This section addresses community resilience and includes topics related to healthy		
communities, social equity, community engagement and the economy. While		
much of the discussion of resilience is about the vulnerability of infrastructure and		
buildings to withstand adverse events, the underlying social and economic		
conditions of communities, and individuals who live and work within the		
communities, has a large impact on the extent to which people are adversely		
impacted and can bounce back from events. Thus, community resilience is directly		
related to the ability of a community to use its assets to improve the physical,		
behavioral and social conditions to withstand, adapt to, and recover from		
adversity.		
There is a strong connection between resilience and community health, equity and	Narrative	Community Services
community connectedness, and communities have used multiple strategies to		& Facilities
become more resilient. These include: improving access to health care facilities		
and social services; increasing access to healthy foods (including locally growth		
foods); expanding communication and collaboration within communities so that		
individuals can help each other during adverse events; and providing equitable		
disaster planning and recovery in recognition that some areas of the District will be		
more greatly impacted than others due to existing socio-economic conditions.		

R-2.1 Health and Equity	Narrative	Community Services & Facilities
Healthy communities are resilient communities, and resilient communities are		
healthy communities. According to the U.S. Department of Health and Human		
Services, "health is a key foundation of resilience because almost everything we do		
to prepare for disaster and protect infrastructure is ultimately in the interest of		
preserving human health and welfare."1 Communities with poor health outcomes		
(i.e., health inequities) such as higher incidents of disease, low rates of physical		
activity, poor access to healthy food, and poor access to healthcare are more		
vulnerable and slower to recover from major shocks and chronic stresses. Poor		
health outcomes are also intertwined with other issues that impact resilience such		
as poverty, lack of job opportunities and education. Working to improve poor		
health outcomes can lead to a community where healthy lifestyles are accessible		
to all, which improves its ability to withstand and recover from disaster.		
Policy R-2.2.2: Extreme Heat	Policy	Community Services
Promote public, private, and non-profit efforts to minimize the risk of extreme		& Facilities
heat on residents, visitors and workers in the District. This includes mapping urban		
heat islands in the District and supporting educational efforts to increase risk		
awareness and encourage preventative measures that will reduce heat-related		
impacts on human health, particularly for the District's most vulnerable		
populations including older and low-income residents. It also includes supporting		
strategies or activities that reduce the urban heat island effect, such as increasing		
urban tree cover, green roofs, and use of other shading techniques or cooling		
materials such as porous pavements and cool roofs.		

<sup>&</sup>lt;sup>1</sup> Source: https://www.phe.gov/Preparedness/planning/abc/Pages/community-resilience.aspx

Policy R-2.2.6: Behavioral Health & Resilience Identify and integrate factors that influence behavioral health into the District's efforts to build community resilience. This includes strengthening the ability of all individuals, households, and neighborhoods to be prepared for and bounce back from potential emergencies and disasters, and particularly continuing the support of programs and activities that promote the well-being of District residents by preventing or intervening in mental illness, depression or anxiety, and substance abuse or other addictions.	Policy	Community Services & Facilities
R-2.2 Community Engagement  Community engagement that is inclusive and empowering is foundational to effective and equitable resilience planning. Inclusive community engagement is especially important because the District's most vulnerable populations are also most at risk for shocks, stresses and climate change impacts. Collaborating with the most vulnerable communities creates the opportunity to address some of the contributing causes to the inequities that ultimately leave these communities more at risk in the first place.	Narrative	Implementation
Policy R-3.1.: Civic Engagement and Volunteerism  Strengthen and encourage active participation in community-based organizations and expand opportunities for civic engagement and volunteerism for a more self-sufficient and a resilient community.	Policy	Community Services & Facilities
Action R-3.: Small Business & Non-Profit Disaster Insurance Coverage  Develop an education and outreach program to promote adequate insurance coverage for faith-based institutions, non-profit organizations, local small businesses, and other community groups to provide financial protection for their facilities in the event of potential disaster events. Include information on low-cost or subsidized insurance to nonprofit and community-based organizations that serve vulnerable populations.	Action	Community Services & Facilities

Action R-2.3.E: Community Resilience Hubs  Explore establishing community resilience hubs to strengthen community capacity and connectivity which lead to greater resilience. Community resilience hubs are a collaboration of organizations and agencies that bring their services and products together to serve the unique resilience needs of the community or neighborhood including reliable networks for food, social and health services, safety, and disaster recovery. Resilience hubs for the District could also locate emergency preparedness and response supplies and training in resilient community facilities, be they privately or publicly owned.	Action	Community Services & Facilities
Action R-3.3.D: Neighbor-to-Neighbor Disaster Assistance  Offer training programs that educates and empowers residents to help respond and assist their neighbors in the event of a disaster event and supplement the District's emergency response efforts. The goal of the program will be to allow for quicker, more efficient response and recovery in the event of a man-made or natural disaster. This can enhance resilience at the neighborhood level by training a core of community residents who can reach out to their neighbors quickly in the event of a disaster. In implementing this action, the District should leverage and expand on its success with Community Emergency Response Team (CERT) and related programs.	Action	Community Services & Facilities
R-2.3 Economy and Resilience  This section includes policies and actions that impact the relationship between the local economy and resilience. More specifically, this section addresses the fact that lower income communities are less able to withstand and recover from disasters. It includes policies and actions that improve access to economic opportunity, increased job training, and working with the business community to plan for and recover from adverse events.	Narrative	Economic Development

	Policy	Economic
Policy R-3.1.F: Small and Local Business Continuity Planning		Development
Promote the development of business continuity plans to assess and build the		
capacity of local and particularly small, businesses to prepare for, withstand, and		
recover from identified hazardous threats and risks. The intent of business		
continuity plans is to implement safeguards and procedures that minimize		
disruptions during and after disasters and to eliminate threats that can jeopardize		
the financial solvency of the small business. Prioritize services that include		
educational initiatives to promote risk awareness and information on actionable		
preparedness and risk reduction strategies for small and local businesses.		
The District maintains advanced capabilities to implement resilience through	Narrative	Implementation
knowledgeable and mission-oriented staff. Through the identified actions, the		
District seeks to embed resilience principles into some of its routine operations		
while improving efficiency through increased multi-disciplinary and multi-agency		
collaboration. It also aims to increase transparency, access, and collaboration on		
resilience-driven planning and decision making through more purposeful and		
equitable engagement with the community at large.		

Policy R-4.1.2: Funding of Resilient Capital Projects	Policy	Implementation
Leverage available I financing mechanisms, including the capital budget, to support		
the inclusion of innovative design and other features to promote the resilience of		
District-controlled facilities and infrastructure against current and projected		
natural and climate hazards. Encourage public private partnerships and alignment		
of multiple District funding sources to facilitate financing of resilience		
interventions.		
Action R-4.1.A: New Funding Sources for Resilience	Action	Implementation
Explore and develop new financing tools to help the District government invest in		
the development and implementation of resilience projects for District-owned or		
controlled properties and infrastructure. These tools could include climate bonds		
(an extension of green bonds), and "resilience bonds" – an emerging insurance		
product that systematically links existing catastrophe bonds with traditional		
project finance to support the completion of large-scale resilient infrastructure		
projects.		

Central Washington Area Element	Narrative	Central Washington
The Central Washington Planning Area includes the District's downtown area centered near the Federal Triangle neighborhood, which is identified as a priority area for resilience planning in the Vulnerability & Risk Assessment of <i>Climate Ready DC</i> , due to flood risk. This area is already at risk of riverine, coastal and interior flooding which will be exacerbated by 2080. There is a significant concentration of built infrastructure, including a large concentration of federal buildings, professional businesses, cultural resources including the Smithsonian and National Mall, as well as Metrorail stations and other community resources, such as the District government's John A. Wilson Building, and other District agency headquarters. The roadway and transit systems in this vicinity also serve the District's transient population of commuters and tourists. Actions have already been taken to better protect this area from riverine flooding, including the completion of a post and panel system at 17 <sup>th</sup> Street and Constitution Avenue and other flood protection measures as part of the Potomac Park levee system, as well as flood proofing at some federal facilities. Central Washington, particularly the Federal Triangle area, will, however, remain at risk to interior flooding, and by 2080, there will be an increased risk from riverine and coastal flooding due to rising sea level.		
	Policy	Land Use
Policy LU-R.1: Neighborhood Climate Resilience		
Leverage the District's ongoing climate preparedness and adaptation work to		
encourage the implementation of neighborhood-scale and site-specific solutions		
for. This includes the development of actionable policies and projects that		
decrease the vulnerability of people, places, and systems to climate risks despite		
changing or uncertain future conditions.		

Central Washington Area Element	Policy	Central Washington
Policy CW-R.1: Interagency Flood Risk Management Coordinate with the District-federal DC Silver Jackets and the National Capital Planning Commission and to enhance flood risk reduction and stormwater management efforts in Federal Triangle, and to ensure that federal, District and regional agencies use protective design measures to guard against future flood risks for new construction, renovations and infrastructure improvements in other known flood-prone areas.		
Central Washington Area Element	Policy	Central Washington
Policy CW-R.2: Transportation Infrastructure Flood Protection  Work closely with DDOT and WMATA to protect transportation infrastructure located within Central Washington from the risk of increasing failures caused by existing flood risks and future climate conditions. This includes addressing the vulnerabilities of the key transportation assets already determined to be at-risk to extreme heat and riverine, coastal, and interior flooding through capital improvements and stronger, more climate-adaptive design standards that are based on projected future conditions. Improvements and upgrades should consider the criticality of each transportation asset and its vulnerability to failures that would result in major impacts for the Central Washington Planning Area and the entire region.		

Far Northeast & Southeast Area Element  The watershed of Watts Branch, a tributary to the Anacostia River, was identified as a priority area for resilience planning in the Vulnerability & Risk Assessment of Climate Ready DC. The Watts Branch watershed includes multiple neighborhoods and a significant concentration of community resources at risk in this vicinity, including a number of public and community-serving facilities as well as affordable and public housing units. This area is currently at risk of flooding and is projected to be at increased risk as early as 2020.	Narrative	Far Northeast & Southeast
Far Northeast & Southeast Area Element  Policy FNS-R.1: Watts Branch Neighborhood Flood Resilience Leverage the District's ongoing climate adaptation and flood risk reduction efforts, in partnership with federal and other partners, to implement neighborhood-scale and site-specific solutions for flood resilience in the neighborhoods within the Watts Branch watershed. This includes the development of actionable strategies and projects that decrease the vulnerability of community members, housing and community facilities and local businesses and community-serving institutions not only from current flooding risks but also future risk due to climate change.	Policy	Far Northeast & Southeast

Far Northeast & Southeast Area Element	Policy	Far Northeast & Southeast
Policy FNS-R.2: Flood Mitigation		
Identify and prioritize flood-prone properties along Watts Branch for flood hazard		
mitigation projects, including structural and non-structural interventions and,		
when feasible, the acquisition and/or relocation of repetitively damaged structures		
to eliminate future flooding and to facilitate the restoration of natural floodplain		
areas. Flood mitigation measures should address the reduction in current and		
future flood risk and the extent to which other neighborhood benefits are realized,		
including projects that improve parklands and trails, provide recreational features,		
and enhance water quality, natural habitat, and other ecological functions.		
Far Northeast & Southeast Area Element	Policy	Far Northeast & Southeast
Policy FNS-R.3: Critical Community Facilities Protection		
Protect critical community facilities that provide human services and other		
resources in the Far Northeast and Southeast Planning Area that are determined		
to be at-risk to current and future flooding conditions to minimize any disruption		
to critical human service functions during flood events. This includes conducting		
site-level vulnerability assessments for facilities near Watts Branch and identifying		
flood-proofing strategies that can be incorporated into capital improvement plans		
and future hazard mitigation grant applications.		
Far Southeast & Southwest Area Element	Narrative	Far Southeast &
The Far Southeast/Southwest Planning Area includes neighborhoods along the Potomac River, which are at risk of flooding within 2020, 2050, and 2080 scenarios. This area was identified as a priority area for resilience planning in the Vulnerability & Risk Assessment of <i>Climate Ready DC</i> . This flood risk will impact existing communities in the area, , an electrical substation, the Blue Plains Advanced Wastewater Treatment Plant, and a military base, Joint Base Anacostia Bolling. DC Water is currently conducting a major construction project to build new seawall that will provide Blue Plains with flood protection beyond the 1 to 500-year standard with an additional three feet of elevation.		Southwest

Far Southeast & Southwest Area Element	Policy	Far Southeast & Southwest
Policy FSS-R.1: Far Southeast and Southwest Neighborhood Climate Resilience		
Leverage the District's climate adaptation and flood risk reduction efforts		
implement neighborhood-scale and site-specific solutions for flood resilience in		
the Potomac River neighborhoods adjacent to Blue Plains and the Joint Base		
Anacostia Bolling. This includes the development of actionable strategies and		
projects that decrease the vulnerability of community members, housing and		
community facilities and local businesses and community-serving institutions not		
only from current flooding risks but also future risk due to climate change.		
	Policy	Housing
Policy H-R.1: Resilient Housing		
Encourage the use of climate resilient and energy efficient design practices for new		
residential developments, and especially in the construction of public or affordable		
housing units. These practices include cool and living roofs, solar shading, natural		
ventilation, and other passive cooling techniques that will reduce the impacts of		
extreme heat events on the area's most vulnerable residents. They also include		
the use of green infrastructure methods that can reduce the urban heat island		
effect and potential flooding risks by preserving or expanding green space, tree		
cover, and other natural features.		
Far Southeast & Southwest Area Element	Policy	Far Southeast & Southwest
Policy FSS-R.2: Resilient Public Facilities		
Identify and support greater investments to make the existing public facilities in		
Far Southeast and Southwest Planning Area more resilient to the anticipated		
effects of extreme heat, floods, and severe weather. This includes incorporating		
necessary upgrades or retrofits to the improvement or reconstruction of schools,		
libraries, child care centers, recreation centers, health clinics and other facilities		
that provide services to residents vulnerable to climate risks and social inequities.		

Mid City Area Element	Narrative	Mid-City
The Mid City Planning Area includes the neighborhoods of Bloomingdale and LeDroit Park which have been identified as a priority area for resilience planning in the Vulnerability & Risk Assessment of <i>Climate Ready DC</i> . This area is at risk of interior flooding. Bloomingdale in particular experienced multiple storm events in 2012 that resulted in major flooding of neighborhood streets and residences. Following these floods, major infrastructure projects, such as DC Water's Northeast Boundary Tunnel were implemented to expand the limited capacity of the area's stormwater management systems. However, due to the projected increase in the frequency and severity of extreme precipitation due to climate change, this area remains at risk of flooding.		
Mid-City Area Element	Policy	Mid-City
Policy MC-R.1: Bloomingdale and LeDroit Park Neighborhood Climate Resilience Leverage the District's ongoing climate adaptation and flood risk reduction efforts implement neighborhood-scale and site-specific solutions for flood resilience in the Bloomingdale and LeDroit Park neighborhoods. This includes the development of actionable strategies and projects that decrease the vulnerability of community members, housing and community facilities and local businesses and community- serving institutions not only from current flooding risks but also future risk due to climate change.		

Mid City Area Element	Policy	Mid-City
Policy MC-R.2: Stormwater Management for Interior Flooding  Continue to build and expand the capacity of existing stormwater management systems to reduce the risk of interior flooding in the Mid-City Planning Area from extreme rainfall events, which are projected to increase in frequency and severity. This should include gray and green infrastructure measures that improve drainage and reduce impervious surface coverage, especially on the east side of the Planning Area for Bloomingdale and LeDroit Park. When feasible, stormwater projects should include expanding parks, green space, and recreational opportunities for the area.		
Mid City Area Element	Policy	Mid-City
Policy MC-R.3: Green Development Practices  Encourage capital improvement or development projects in the Planning Area to eliminate or reduce surface water runoff from sites through green roofs, rain gardens, cisterns, pervious pavement, and other reuse or filtration methods. Support could include financial or other incentives. Projects could include green infrastructure methods that reduce potential flooding risks and the urban heat island effect for the area.		